

SECTION II
NAVIGATION PUBLICATIONS

NM 9/04

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 5/04

Page 183—Lines 11/L to 9/R; read:

The destination of messages is subject to constant change by local authorities. Vessels are advised to seek updated information through their agents in Peru. Vessels sending messages through the wrong station will incur a heavy fine.

Messages should be sent, as follows:

1. Fax: +51 (0) 429-1547
 +51 (0) 420-0177
2. Telex: +36-26042
3. E-mail: dicatramar@marina.mil.pe
 costeracallao@marina.mil.pe

There are no other means of sending messages. Failed messages should be recorded, as copies will be required by the local Port Captains upon arrival.

(BA NM 6/04, Section VI) 9/04

Page 183—Table; replace with below:

New table titled **Table of Message Formats and Message Requirements** from back of this Subsection.

(BA NM 6/04, Section VI) 9/04

Page 183—Line 17/R; insert after:

5. A Departing Peruvian Waters (DPW) report upon leaving the reporting area for vessels not calling at a Peruvian port that have not filed an SP.

(BA NM 6/04, Section VI) 9/04

PUB 172 9 Ed 2001 LAST NM 8/04

Page 241—Line 16/L; read:

dredged (1977) to a depth of 14m, although it has been reported (2004) that a shoal depth of 9.5m lies close SW of Berth 23, with another shoal depth of 12.5m lying close NW of Berth 23. The maximum draft permitted at

(6(640)04 Taunton; US CH 62429) 9/04

COAST PILOT CORRECTIONS

**COAST PILOT 2 33 Ed 2004 Change No. 2
LAST NM 6/04**

Page 10—Paragraph 170, line 7; read:

operating 24 hours a day. (See Internet website: <http://www.weather.gov/>). Marine services are also provided ...

(Internet/04) 9/04

Page 140—Paragraph 2506, line 10; read:

(a)(7)(ii) will be communicated by the ...
(FR 1/20/04) 9/04

Page 141—Paragraph 2577; read:

40°40'29.1"N., 074°08'06.3"W., thence to
40°40'21.9"N., 074°08'10.0"W., thence to
(FR 1/20/04) 9/04

Page 141—Paragraph 2580, line 2; read:

northerly along the shoreline to the point of origin.

(11) *Global Marine Terminal, Upper New York Bay*. All waters of Upper New York Bay between the Global Marine and Military Ocean Terminals, west of the New Jersey Pier-head Channel.

(FR 1/20/04) 9/04

**COAST PILOT 3 36 Ed 2003 Change No. 28
LAST NM 7/04**

Page 10—Paragraph 169, line 7; read:

operating 24 hours a day. (See Internet website: <http://www.weather.gov/>) Marine services are also provided ...

(Internet/04) 9/04

Page 368—Paragraph 42, line 6 to Paragraph 43, line 2; read:

normal business hours. Inquiries on availability, cost, etc. of GPO publication may be addressed to a 24-hour FAX number: 202-512-2250.

National Geospatial-Intelligence Agency Procurement Information

Unclassified publications produced by the National Geospatial-Intelligence Agency (NGA) are available ...

(CL 1739/03; Internet/04; CP1/03) 9/04

**COAST PILOT 4 35 Ed 2003 Change No. 23
LAST NM 8/04**

Page 100—Paragraph 1151, line 2; read:

66.0, need not open for the passage of vessels.

§117.324 Rice Creek.

The CSX Railroad swingbridge, mile 0.8, in Putnam County, shall open on signal from 8 a.m. to 4 p.m., daily. From 4:01 p.m. to 7:59 a.m., daily, the bridge shall open with a 24-hour advance notice to CSX at 1-800-232-0142.

(CL 71/04; FR 1/13/04) 9/04

Page 229—Paragraph 3872 to Page 230—Paragraph 3879; read:

(h) *Shrimp in the Gulf*—

(1) BRD requirement—(i) *West of 85°30'W. long.* On a shrimp trawler in the Gulf EEZ west of 85°30'W. long. and shoreward of the 100-fathom (183-m) depth contour, each net that is rigged for fishing must have a certified BRD listed in paragraph (h)(2)(i) of this section installed, unless exempted as specified in paragraphs (h)(1)(iii) through (v) or paragraph (h)(3)(iii) of this section.

COAST PILOT 4 (Continued)

(ii) *East of 85°30'W. long.* On a shrimp trawler in the Gulf EEZ east of 85°30'W. long., each net that is rigged for fishing must have a certified BRD listed in paragraph (h)(2)(ii) of this section installed, unless exempted as specified in paragraphs (h)(1)(iii) through (v) or paragraph (h)(3)(iii) of this section.

(iii) A shrimp trawler is exempt from the requirement to have a certified BRD installed in each net provided that at least 90 percent (by weight) of all shrimp on board or offloaded from such trawler are royal red shrimp.

(iv) A shrimp trawler is exempt from the requirement to have a BRD installed in a single try net with a head-rope length of 16 ft (4.9 m) or less provided the single try net is either pulled immediately in front of another net or is not connected to another net.

(v) A shrimp trawler is exempt from the requirement to have a certified BRD installed in up to two rigid-frame roller trawls that are 16 ft (4.9 m) or less in length used or possessed on board. A rigid-frame roller trawl is a trawl that has a mouth formed by a rigid frame and a grid of rigid vertical bars; has rollers on the lower horizontal part of the frame to allow the trawl to roll over the bottom and any obstruction while being towed; and has no doors, boards, or similar devices attached to keep the mouth of the trawl open.

(vi) A trawl net is rigged for fishing if it is in the water, or if it is shackled, tied, or otherwise connected to a sled, door, or other device that spreads the net, or to a tow rope, cable, pole, or extension, either on board or attached to a shrimp trawler.

(2) *Certified BRDs.* The following BRDs are certified for use by shrimp trawlers in the respective areas of Gulf EEZ specified in paragraphs (h)(2)(i) and (ii) of this section. Specifications of these certified BRDs are contained in appendix D to this part.

(i) *West of 85°30'W. long.*

- (A) Fisheye.
- (B) Gulf fisheye.
- (C) Jones-Davis.

(ii) *East of 85°30'W. long.*

- (A) Fisheye.
- (B) Gulf fisheye.
- (C) Jones-Davis.
- (D) Extended funnel.
- (E) Expanded mesh.

(CL 63/04; FR 01/09/04)

9/04

Page 396—Paragraph 168, lines 11 to 14; read:

range, lights, and daybeacons. The CSX Railroad bridge, 0.8 mile above the mouth, has a swing span with a channel width of 40 feet and a clearance of 2 feet. (See **117.1 through 117.49 and 117.324**, chapter 2, for drawbridge regulations.) U.S. Route 17 highway bridge, 1.0 mile ...

(CL 71/04; NOS 11487)

9/04

COAST PILOT 5

31 Ed 2004

Change No. 7

LAST NM 8/04

Page 248—Paragraphs 4406 to 4413; read:

(h) *Shrimp in the Gulf*

(1) BRD requirement—(i) *West of 85°30'W. long.* On a shrimp trawler in the Gulf EEZ west of 85°30'W. long. and shoreward of the 100-fathom (183-m) depth contour, each net that is rigged for fishing must have a certified BRD listed in paragraph (h)(2)(i) of this section installed, unless exempted as specified in paragraphs (h)(1)(iii) through (v) or paragraph (h)(3)(iii) of this section.

(ii) *East of 85°30'W. long.* On a shrimp trawler in the Gulf EEZ east of 85°30'W. long., each net that is rigged for fishing must have a certified BRD listed in paragraph (h)(2)(ii) of this section installed, unless exempted as specified in paragraphs (h)(1)(iii) through (v) or paragraph (h)(3)(iii) of this section.

(iii) A shrimp trawler is exempt from the requirement to have a certified BRD installed in each net provided that at least 90 percent (by weight) of all shrimp on board or offloaded from such trawler are royal red shrimp.

(iv) A shrimp trawler is exempt from the requirement to have a BRD installed in a single try net with a head-rope length of 16 ft (4.9 m) or less provided the single try net is either pulled immediately in front of another net or is not connected to another net.

(v) A shrimp trawler is exempt from the requirement to have a certified BRD installed in up to two rigid-frame roller trawls that are 16 ft (4.9 m) or less in length used or possessed on board. A rigid-frame roller trawl is a trawl that has a mouth formed by a rigid frame and a grid of rigid vertical bars; has rollers on the lower horizontal part of the frame to allow the trawl to roll over the bottom and any obstruction while being towed; and has no doors, boards, or similar devices attached to keep the mouth of the trawl open.

(vi) A trawl net is rigged for fishing if it is in the water, or if it is shackled, tied, or otherwise connected to a sled, door, or other device that spreads the net, or to a tow rope, cable, pole, or extension, either on board or attached to a shrimp trawler.

(2) *Certified BRDs.* The following BRDs are certified for use by shrimp trawlers in the respective areas of Gulf EEZ specified in paragraphs (h)(2)(i) and (ii) of this section. Specifications of these certified BRDs are contained in appendix D to this part.

(i) *West of 85°30'W. long.*

- (A) Fisheye.
- (B) Gulf fisheye.
- (C) Jones-Davis.

(ii) *East of 85°30'W. long.*

- (A) Fisheye.
- (B) Gulf fisheye.
- (C) Jones-Davis.
- (D) Extended funnel.
- (E) Expanded mesh.

(CL 63/04; FR 01/09/04)

9/04

Page 304—Paragraph 230, lines 7 to 13; read:

terminals on San Carlos Island. In August 2003, entrance channel navigational aids were relocated to mark the best water due to severe shoaling just SW of Daybeacon 4A; the midchannel controlling depth was 7.6 feet to Light 9 with

COAST PILOT 5 (Continued)

shoaling to 1.7 feet in the right outside quarter, thence 9.9 feet (10.1 feet at midchannel) to the State Route 865 fixed bridge, thence 5.0 feet (8.2 feet at midchannel) to the basin with 5.8 to 8.0 feet in the basin. Local knowledge ...

(CL 1493/03; BPs 181573-78) 9/04

**COAST PILOT 6 33 Ed 2003 Change No. 26
LAST NM 7/04**

Page 6—Paragraph 60, line 7; read:
operating 24 hours a day. (See Internet website: [http://www.
weather.gov/](http://www.weather.gov/)) Marine services are also provided ...

(Internet/04) 9/04

Page 528—Paragraph 29, line 6 to Paragraph 30, line 2; read:

normal business hours. Inquiries on availability, cost, etc. of GPO publications may be addressed to a 24-hour FAX number: 202-512-2250.

National Geospatial-Intelligence Agency Procurement Information

Unclassified publications produced by the National Geospatial-Intelligence Agency (NGA) are available ...

(CL 1739/03; Internet/04; CP1/03) 9/04

**COAST PILOT 7 35 Ed 2003 Change No. 30
LAST NM 8/04**

Page 172—Paragraph 2789, line 4; read:

Traffic Lane separation zone and a line connecting the following coordinates, ...

(FR 1/21/04) 9/04

Page 173—Paragraph 2835, line 2 to Paragraph 2836; read:
the point of beginning.

Datum: NAD 83

(5) **Benicia-Martinez Railroad Drawbridge Regulated Navigation Area (RNA):** The following is a regulated navigation area—The waters bounded by the following longitude lines:

(i) 122°13'31"W. (coinciding with the charted location of the Carquinez Bridge)

(ii) 121°53'17"W. (coinciding with the charted location of New York Point)

(FR 1/21/04) 9/04

Page 173—Paragraphs 2843 to 2867; read:

(ii) The waters bounded by a line connecting the following coordinates, beginning at:

37°54'28"N., 122°23'36"W.; thence to
37°54'20"N., 122°23'38"W.; thence to
37°54'23"N., 122°24'02"W.; thence to
37°54'57"N., 122°24'51"W.; thence to
37°55'05"N., 122°25'02"W.; thence to
37°54'57"N., 122°25'22"W.; thence to
37°53'26"N., 122°25'03"W.; thence to
37°53'24"N., 122°25'13"W.; thence to

37°55'30"N., 122°25'35"W.; thence to
37°55'40"N., 122°25'10"W.; thence to
37°54'54"N., 122°24'30"W.; thence to
37°54'30"N., 122°24'00"W.; thence returning to the
point of beginning.

Datum: NAD 83

(7) *Oakland Harbor RNA:* The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°48'40"N., 122°19'58"W.; thence to
37°48'50"N., 122°20'02"W.; thence to
37°48'29"N., 122°20'39"W.; thence to
37°48'13"N., 122°21'26"W.; thence to
37°48'10"N., 122°21'39"W.; thence to
37°48'20"N., 122°22'12"W.; thence to
37°47'36"N., 122°21'50"W.; thence to
37°47'52"N., 122°21'40"W.; thence to
37°48'03"N., 122°21'00"W.; thence to
37°47'48"N., 122°19'46"W.; thence to
37°47'55"N., 122°19'43"W.; thence returning along the
shoreline to the point of the beginning.

(FR 1/21/04) 9/04

Page 174—Paragraph 2880; read:

(E) So far as practicable keep clear of the Central Bay Separation Zone and the Deep Water Traffic Lane Separation Zone;

(FR 1/21/04) 9/04

Page 174—Paragraphs 2882 to 2886; read:

(2) **Pinole Shoal Channel RNA:**

(i) A vessel less than 1600 gross tons or a tug with a tow of less than 1600 gross tons is not permitted within this RNA.

(ii) A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter Pinole Shoal Channel RNA when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein if such entry would result in meeting, crossing, or overtaking the other vessel, when either vessel is:

(A) Carrying certain dangerous cargoes (as denoted in §160.203 of this subchapter);

(B) Carrying bulk petroleum products; or

(C) A tank vessel in ballast.

(FR 1/21/04) 9/04

Page 174—Paragraphs 2889 to 2897; read:

(3) **Benicia-Martinez Railroad Drawbridge Regulated Navigation Area (RNA):**

(i) Eastbound vessels:

(A) The master, pilot, or person directing the movement of a power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons traveling eastbound and intending to transit under the lift span (centered at coordinates 38°02'18"N., 122°07'17"W.) of the railroad bridge across Carquinez Strait at

COAST PILOT 7 (Continued)

mile 7.0 shall, immediately after entering, the RNA, determine whether the visibility around the lift span is 0.5 nautical mile or greater.

(B) If the visibility is less than 0.5 nautical mile, or subsequently becomes less than 0.5 nautical mile, the vessel shall not transit under the lift span.

(ii) Westbound vessels:

(A) The master, pilot, or person directing the movement of a power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons traveling westbound and intending to transit under the lift span (centered at coordinates 38°02'18"N., 122°07'17"W.) of the railroad bridge across Carquinez Strait at mile 7.0 shall, immediately after entering the RNA determine whether the visibility around the lift span is 0.5 nautical mile or greater

(B) If the visibility is less than 0.5 nautical mile, the vessel shall not pass beyond longitude line 121 55'19"W. (coinciding with the charted position of the westernmost end of Mallard Island) until the visibility improves to greater than nautical mile around the lift span.

(C) If after entering the RNA visibility around the lift span subsequently becomes less than 0.5 nautical mile, the master, pilot, or person directing the movement of the vessel either shall not transit under the lift span or shall request a deviation from the requirements of the RNA as prescribed in paragraph (b) of this section.

(D) Vessels that are moored or anchored within the RNA with the intent to transit under the lift span shall remain moored or anchored until visibility around the lift span becomes greater than 0.5 nautical mile.

(FR 1/21/04)

9/04

Page 648—Paragraph 44, line 6 to Paragraph 45, line 2; read:

normal business hours. Inquiries on availability, cost, etc, of GPO publications may be addressed to a 24-hour FAX number: 202-512-2250.

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(CL 1739/03; Internet/04; CP1/03)

9/04

Table of Message Formats and Message Requirements

Designator	Information	EPW	DR	PR	DPW
A	Message type (EPW or DR).	X	X	X	X
B	Vessel name, flag, and call sign.	X	X	X	X
C	Date and time of report (6 digits).	X	X	X	X
D	Last port of call.	X			
E	Position (latitude in degrees and minutes S and longitude in degrees and minutes W).	X	X	X	X
F	True course in degrees (3 digits).	X	X	X	
G	Speed in knots (to nearest knot—2 digits).	X	X	X	
H	Destination.	X	X	X	X
I	ETA (6 digits as in C).	X	X	X	
J	Anticipated route, with a maximum of six waypoints (positions reported as in E).	X	X		
K	Ship's local agent.	X	X		
X	Reason for deviation; changes in ETA or speed; date and time of deviation (6 digits as in C); position of deviation (reported as in E); course.		X		